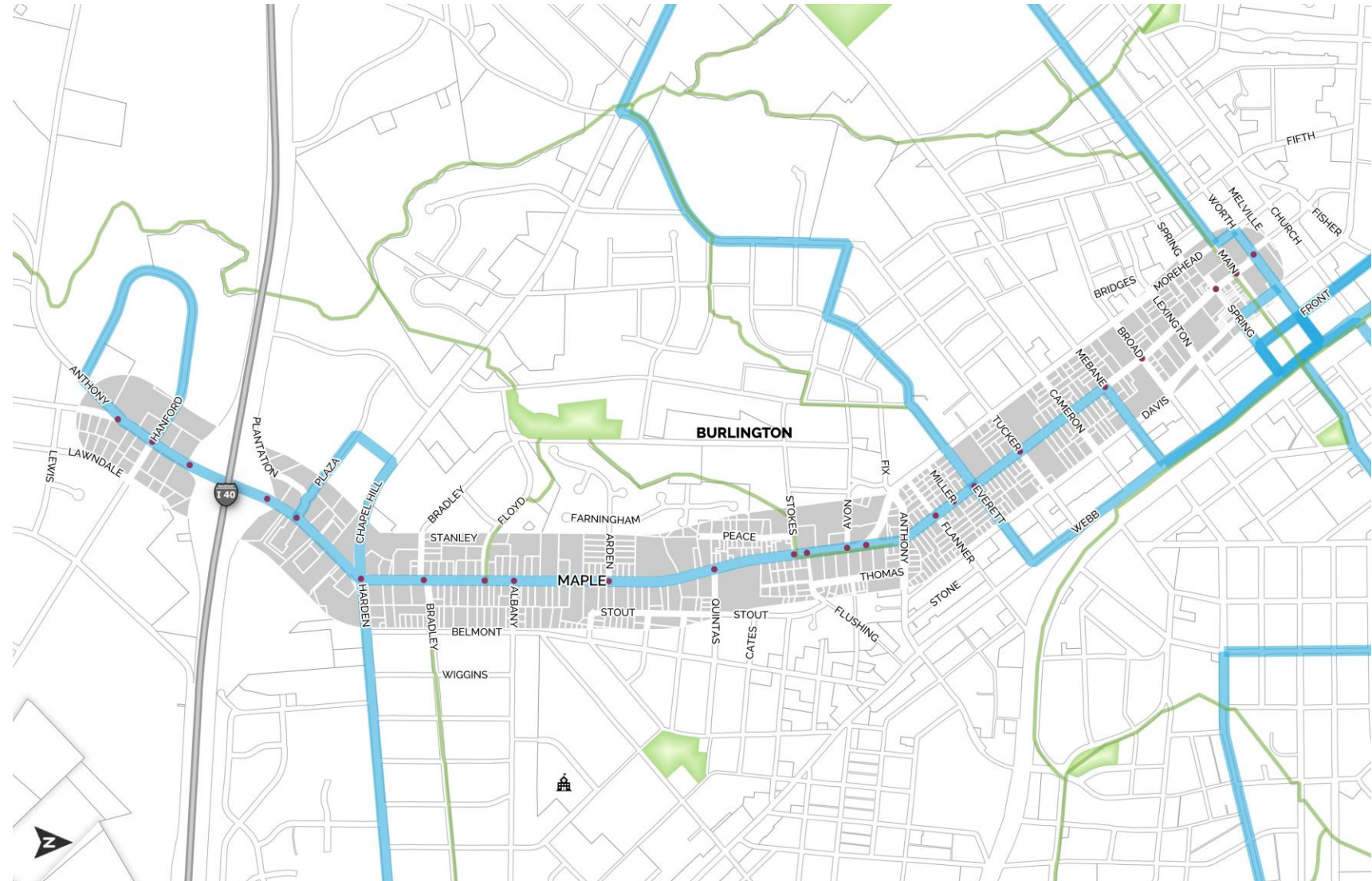




Steering Committee Meeting | Monday, January 8, 2018

Corridor Limits

**Anthony Road to
Church Street**
2.7 miles



Public Workshop – October 16-18, 2017

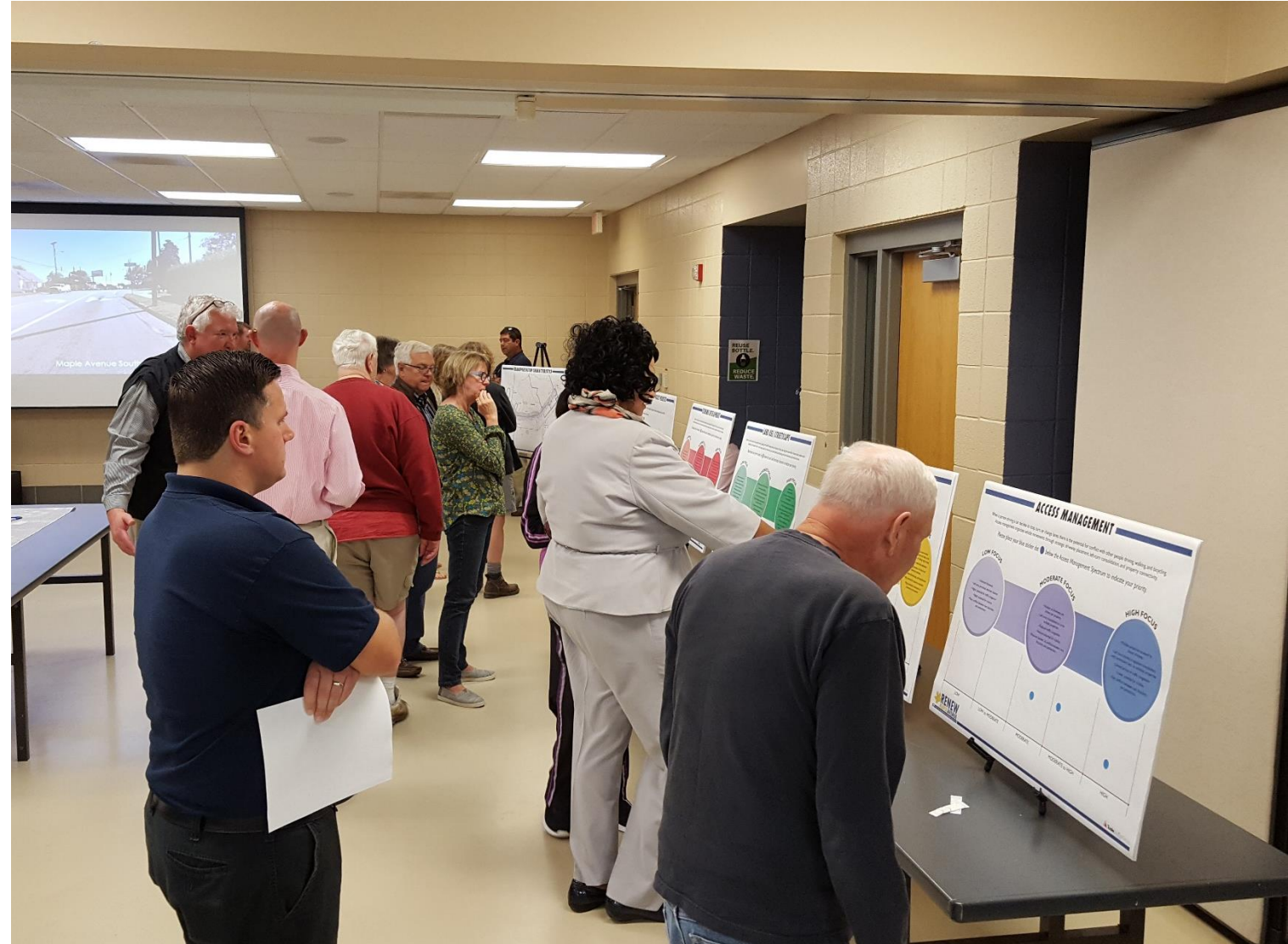
BY THE NUMBERS

3 days

1 public meeting

11 stakeholder meetings

110+ participants



Great Streets Approach

People as priority

People who drive cars, trucks, walk, bike, ride transit, and live and work along/near the street

Quality of design

Quality of service for transportation

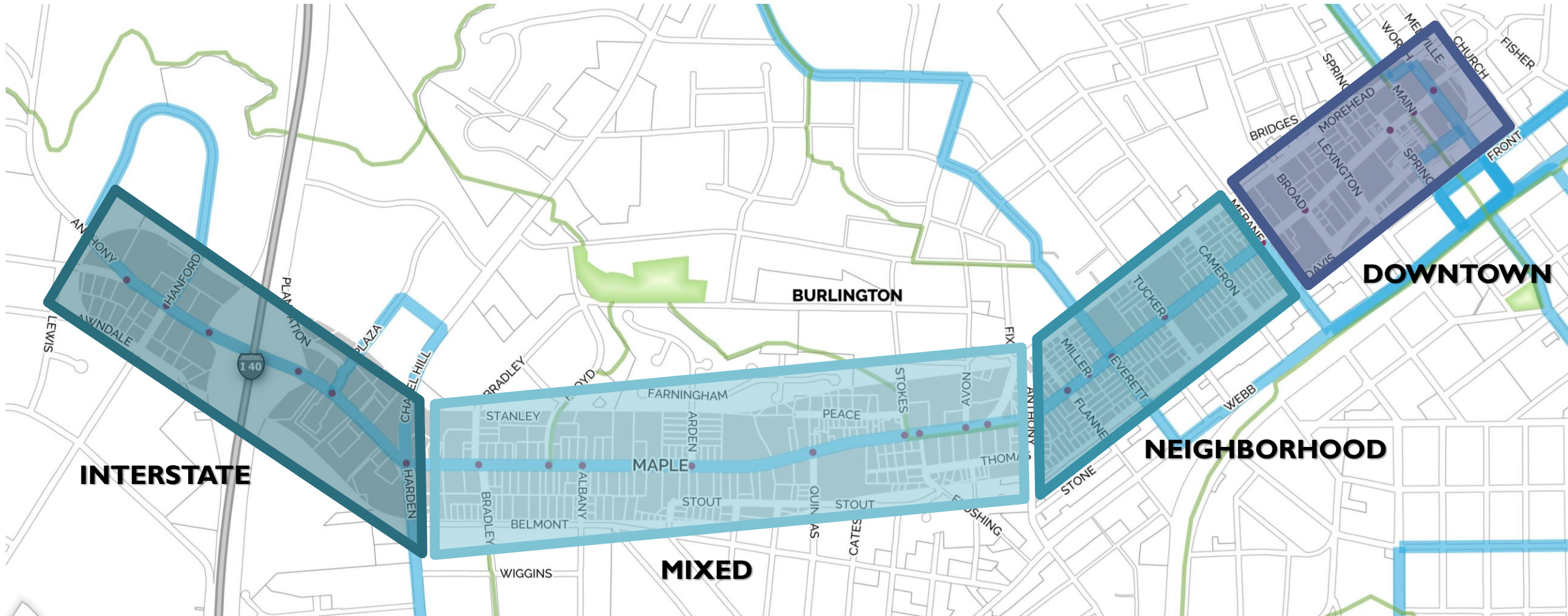
Quality of life for residents and users

*Make the trip as enjoyable
as the destination*

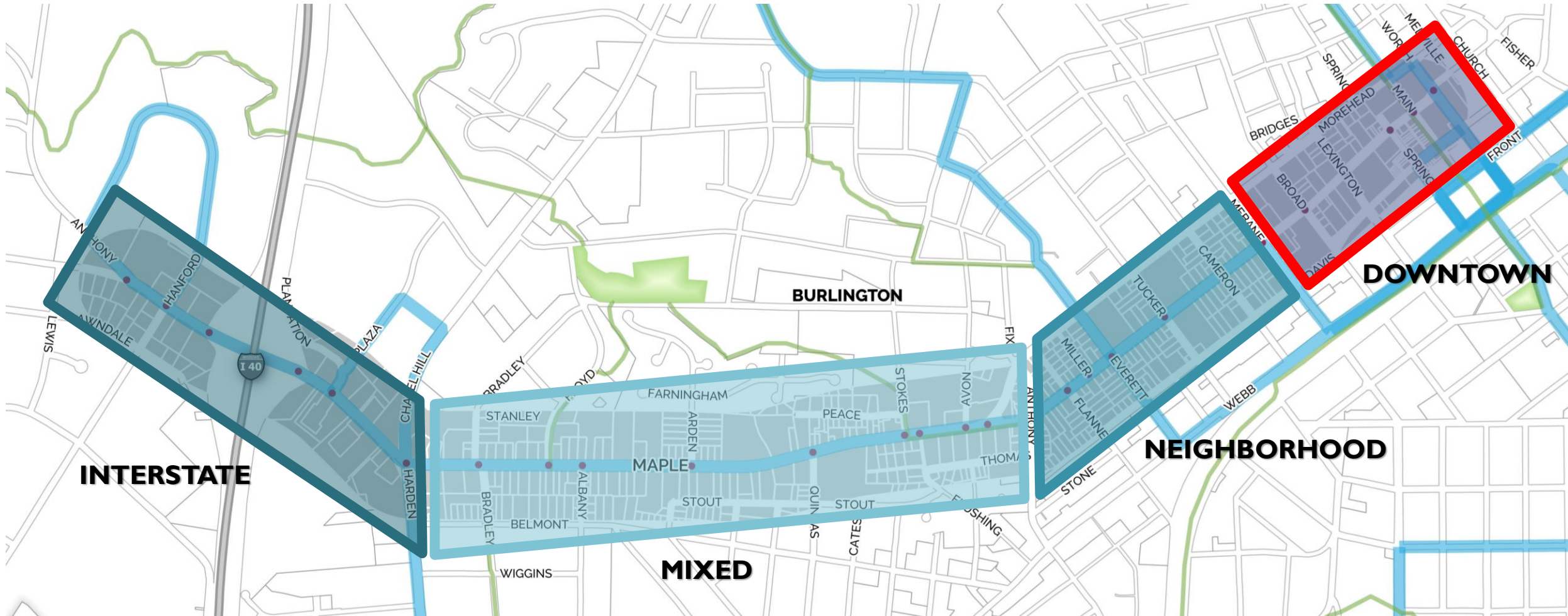


Corridor Zones

Corridor Zones



Corridor Zones



Downtown Zone

OPTION A

Please place a sticker dot here if you prefer Option A.

OPTION B

Please place a sticker dot here if you prefer Option B.

OPTION C

Please place a sticker dot here if you prefer Option C.

DOWNTOWN

Targeted removal of turn lanes from downtown would allow for additional space for parking, as well as creating a more uniform street and furniture zone. Bicycle lanes in this section of the corridor could be striped separately, but would also function well to share the street with automobiles, given low traffic volumes and speeds in the area.

TYPOLGY STREETSCAPE OPTIONS

WORTH

1. CONSIDER CONVERSION TO SINGLE-LANE ROUNDABOUT
2. SET BACK WORTH BUS STOP USE LANE 10' BACK ON FOR LOADING ZONE
3. INSTALL PEDESTRIAN SIGNALS
4. INSTALL ENHANCED BRICK CROSSWALK
5. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
6. ADD STREET FURNITURE
7. ADD STREET TREES
8. ADD STREET LIGHTS

MAIN

1. INSTALL BUS-OUTS ON MAPLE (SIMILAR TO EAST MAIN)
2. CONSIDER REMOVAL OF LEFT TURN LANES ON MAPLE
3. INSTALL PEDESTRIAN SIGNALS
4. INSTALL ENHANCED BRICK CROSSWALK
5. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
6. ADD STREET FURNITURE
7. ADD STREET TREES
8. CONSIDER WALL ART

SPRING

1. CONSIDER BUS-OUTS FOR ALL STREETS ON ALL CORNERS
2. INSTALL ENHANCED BRICK CROSSWALK
3. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
4. ADD STREET FURNITURE
5. ADD STREET TREES
6. INSTALL PEDESTRIAN SIGNALS
7. ADD STREET LIGHTS
8. ADD STREET LIGHTS

LEXINGTON

1. CONSIDER BUS-OUTS FOR ALL STREETS ON ALL CORNERS
2. INSTALL ENHANCED BRICK CROSSWALK
3. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
4. ADD STREET FURNITURE
5. ADD STREET TREES
6. INSTALL PEDESTRIAN SIGNALS
7. ADD STREET LIGHTS
8. ADD STREET LIGHTS

BROAD

1. CONSIDER REMOVAL OF LEFT TURN LANES ON MAPLE
2. CONSIDER BUS-OUTS ON MAPLE NORTH SIDE OF BROAD
3. INSTALL ENHANCED BRICK CROSSWALK
4. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
5. ADD STREET FURNITURE
6. ADD STREET TREES
7. INSTALL PEDESTRIAN SIGNALS
8. REDUCE CORNER RADIUS

MEBANE

1. TRANSITION BIKE LANES TO 7'-4" OR SEPARATED LANE
2. INSTALL PEDESTRIAN REFUGE ISLAND ON MEBANE
3. CONSIDER CONSOLIDATION OF TURN LANES ON NORTH SIDE OF INTERSECTION
4. INSTALL LADDER CROSSWALKS ON ALL FOUR SIDES OF INTERSECTION
5. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
6. ADD STREET FURNITURE
7. ADD STREET TREES
8. INSTALL PEDESTRIAN SIGNALS

DOWNTOWN

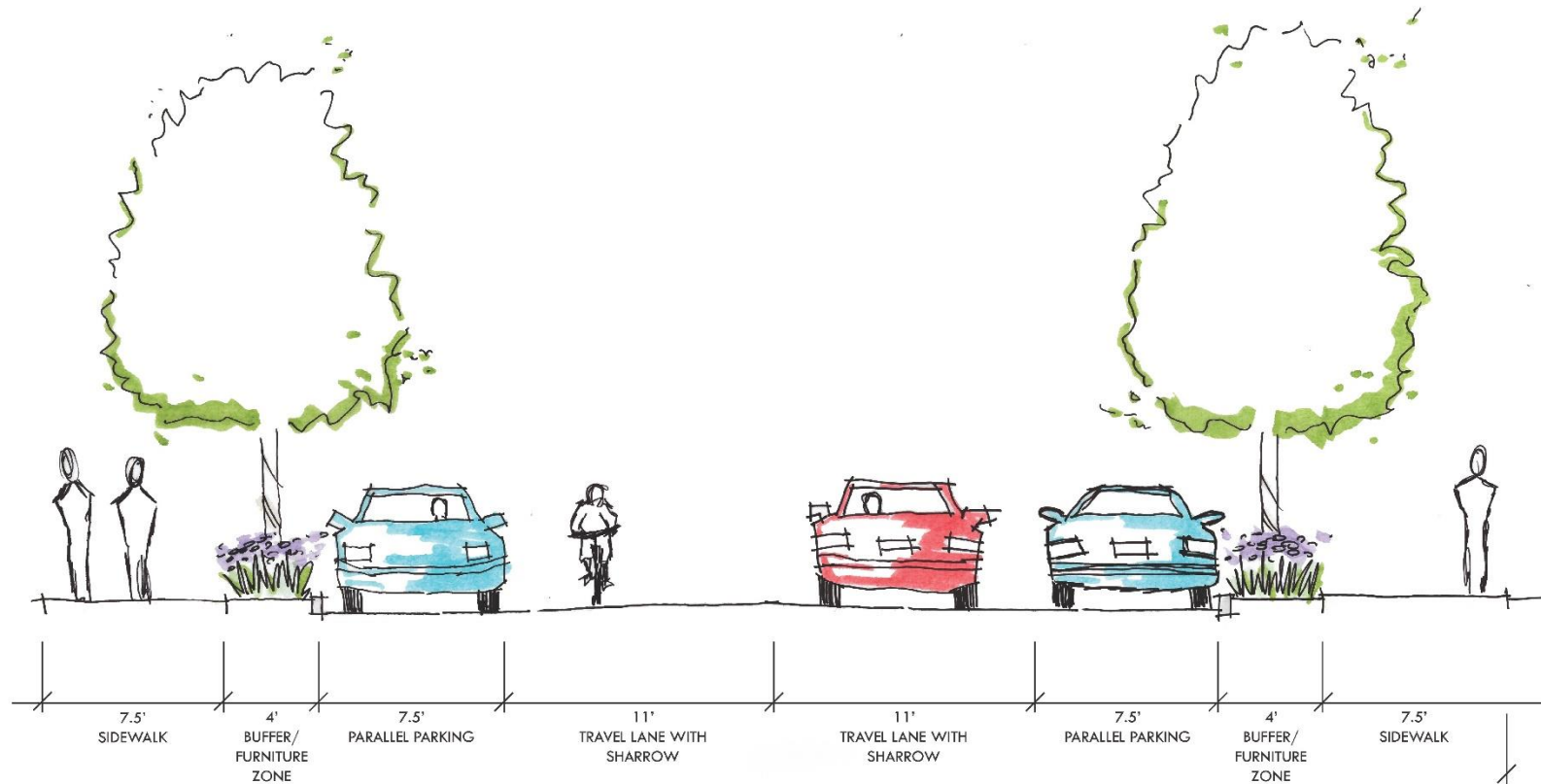
The low traffic volumes on Maple Avenue through the downtown portion may allow targeted removal of left turn lanes and addition of more on-street parking. General intersection improvements could include: bike lanes, all intersections to reduce pedestrian crossing distance, pedestrian signals at traffic signals and a standardized brick crosswalk design.

INTERSECTION RECOMMENDATIONS

Downtown Zone

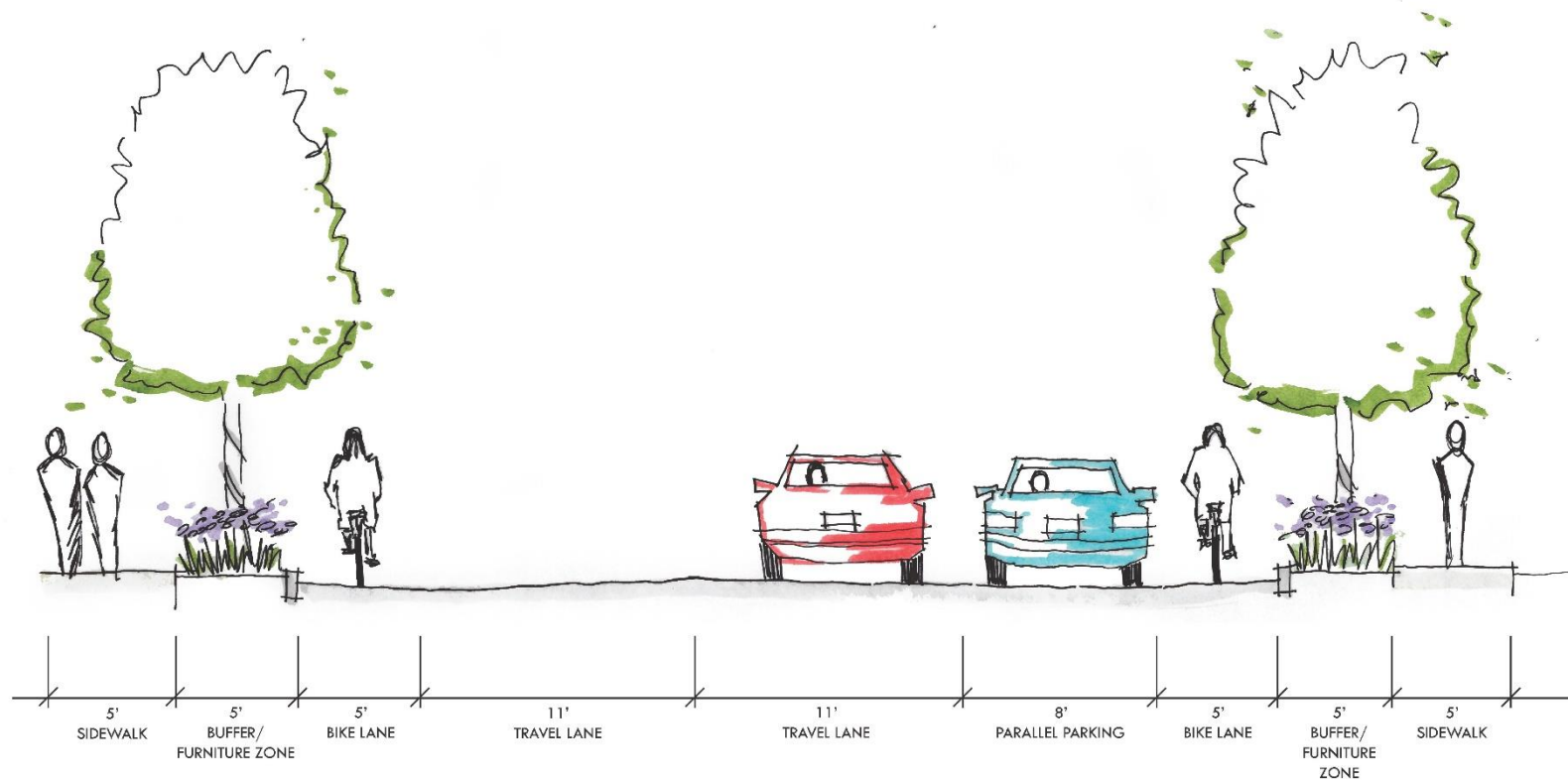


Downtown Zone



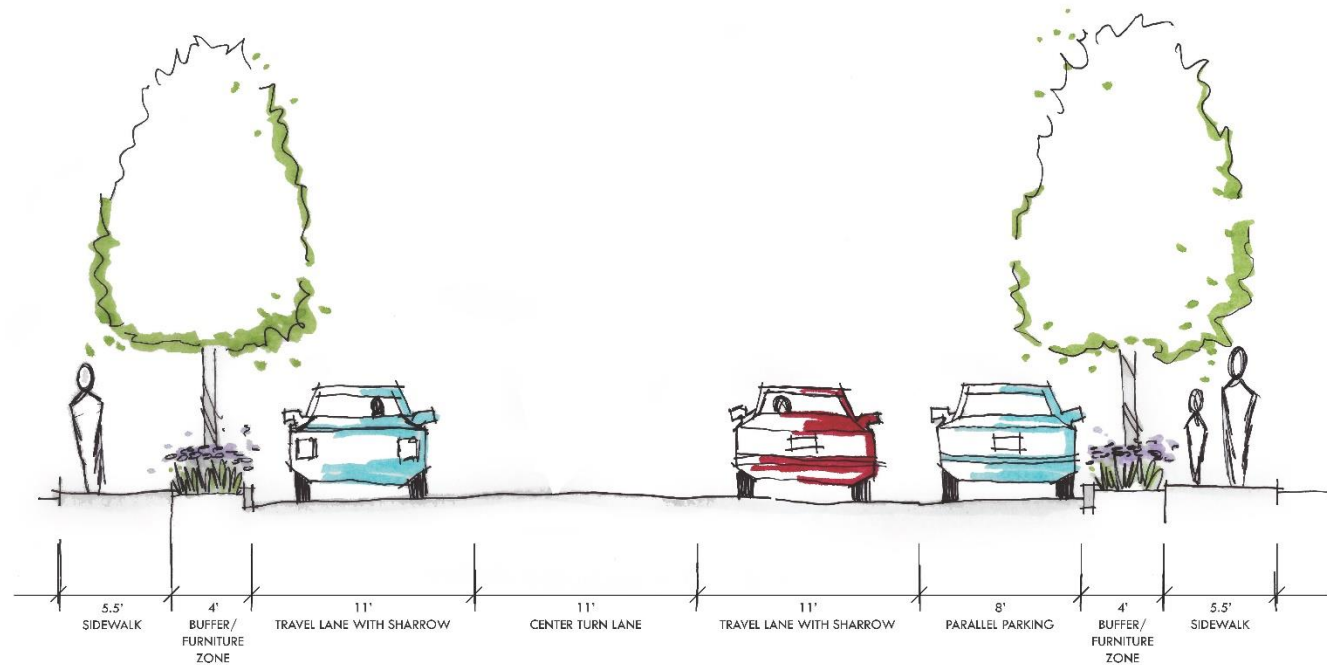
Option A

Downtown Zone



Option B

Downtown Zone

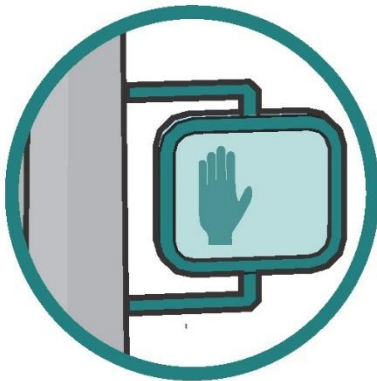


Option C

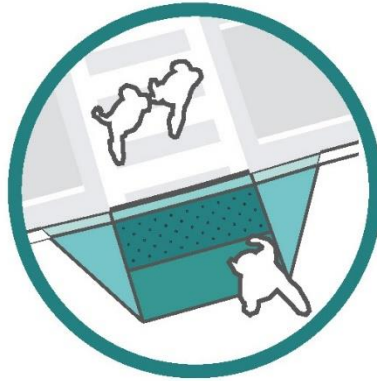
Intersection Improvements



REFUGE ISLAND



PEDESTRIAN SIGNAL



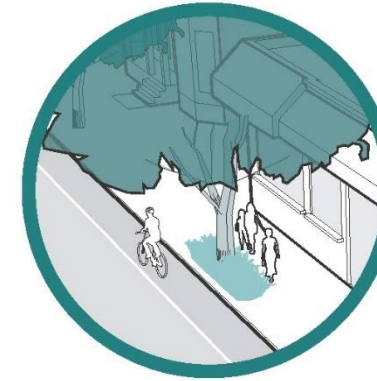
ACCESSIBLE RAMP



LADDER CROSSWALK



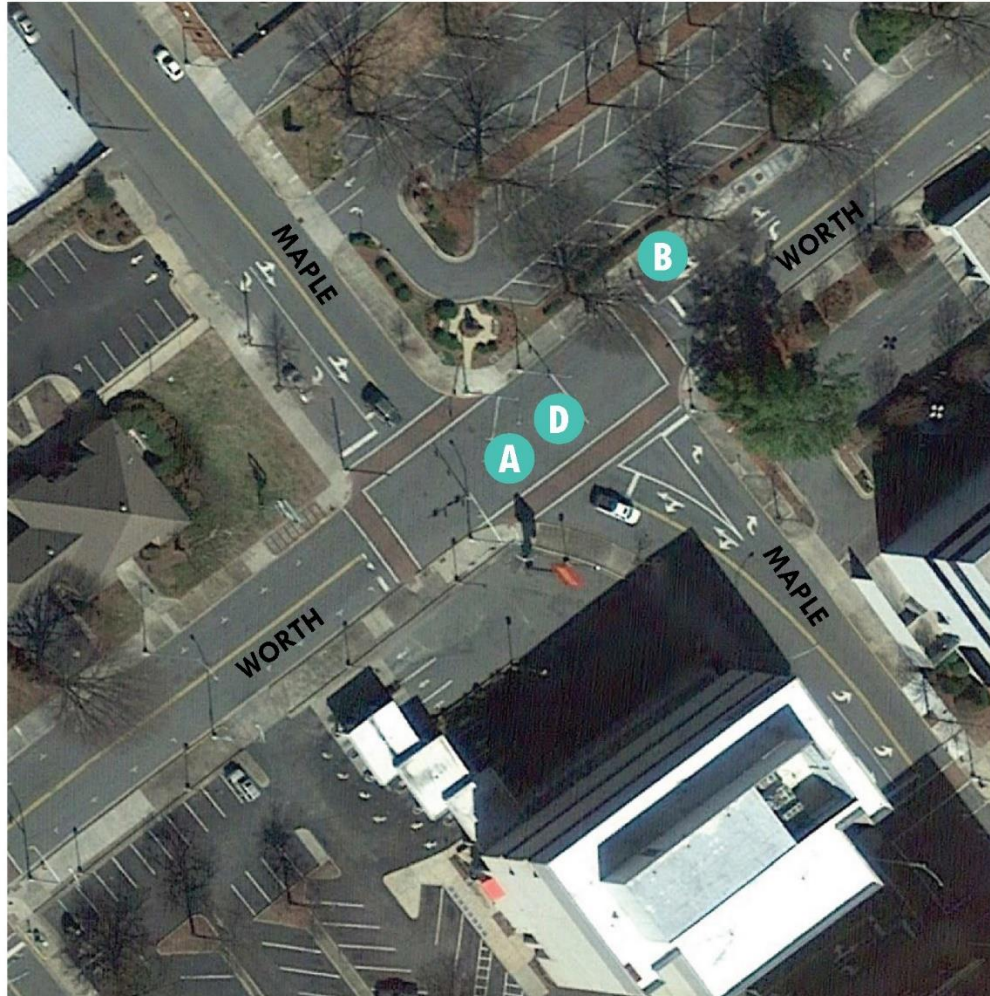
STREET FURNITURE



STREET TREES

Downtown Zone

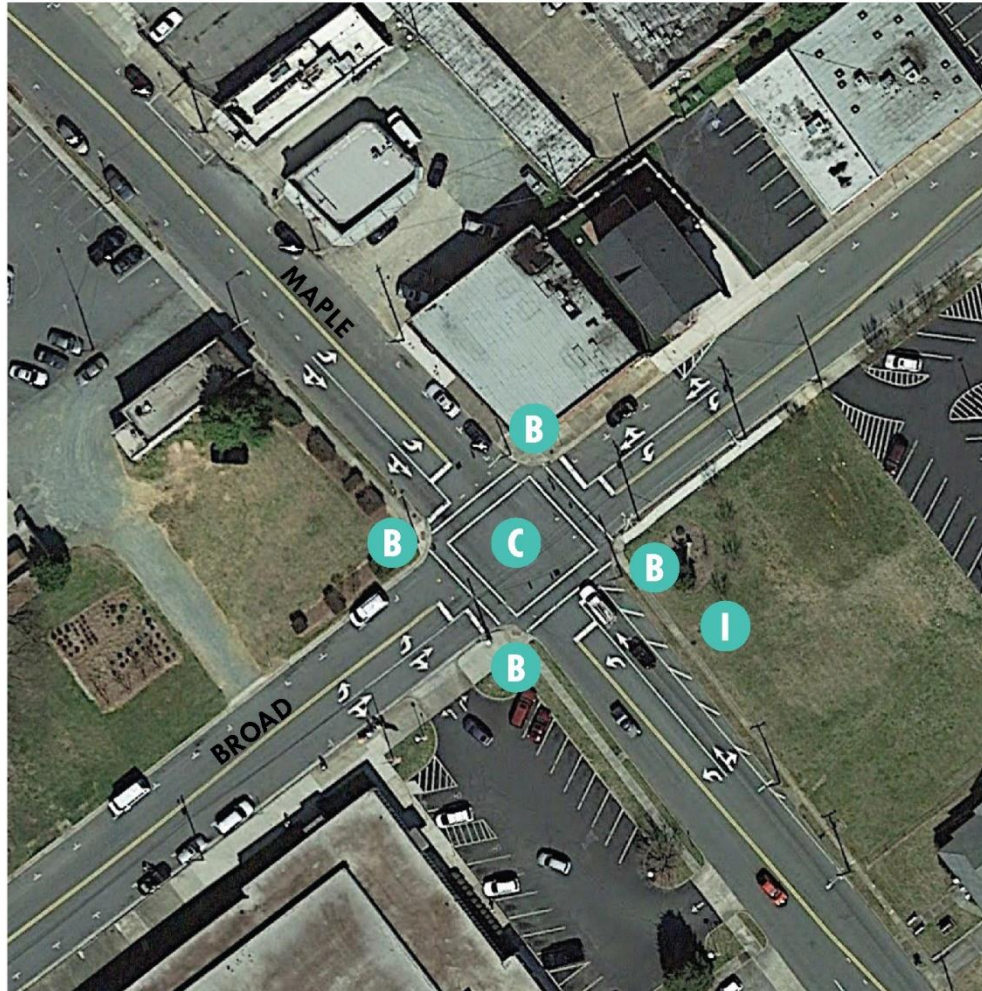
WORTH



- A** CONSIDER CONVERSION TO SINGLE-LANE ROUNDABOUT
- B** SET BACK WORTH BUS STOP, USE LANE REDUCTION FOR LOADING ZONE
- C** INSTALL PEDESTRIAN SIGNALS
- D** INSTALL ENHANCED BRICK CROSSWALK
- E** ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- F** ADD STREET FURNITURE
- G** ADD STREET TREES

Downtown Zone

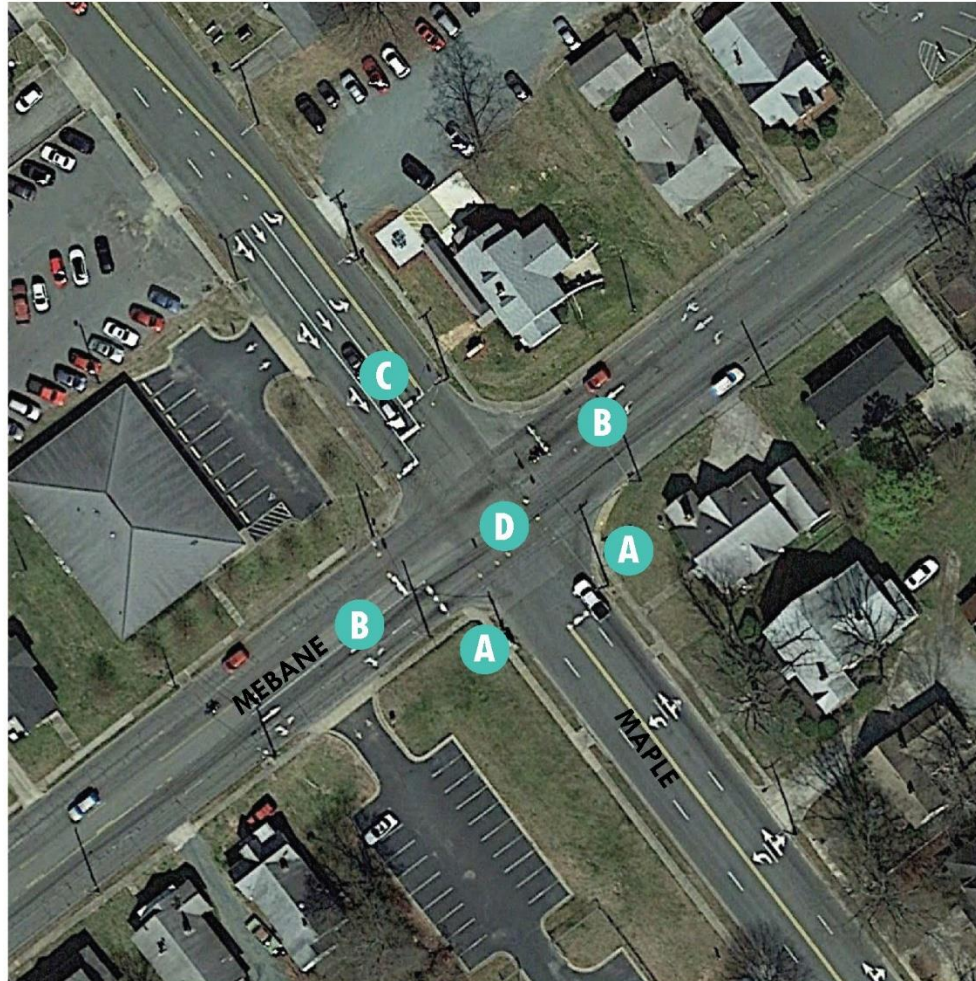
BROAD



- A** CONSIDER REMOVAL OF LEFT TURN LANES ON MAPLE
- B** CONSIDER BULB-OUTS ON MAPLE, NORTH SIDE OF BROAD
- C** INSTALL ENHANCED BRICK CROSSWALK
- D** ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- E** ADD STREET FURNITURE
- F** ADD STREET TREES
- G** INSTALL PEDESTRIAN SIGNALS
- H** REDUCE CORNER RADIUS
- I** OPPORTUNITY FOR DOWNTOWN GATEWAY

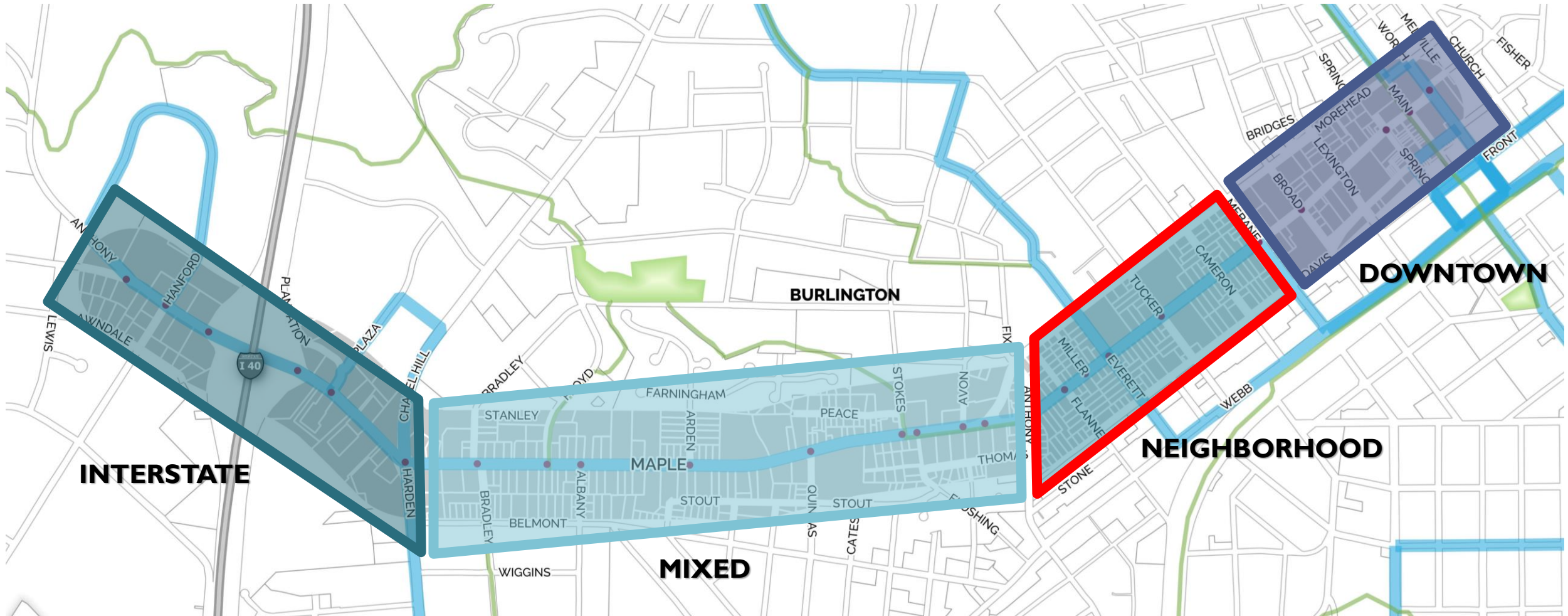
Downtown Zone

MEBANE



- A** TRANSITION BIKE LANES TO PATH OR SEPARATED LANE
- B** INSTALL PEDESTRIAN REFUGE ISLAND ON MEBANE
- C** CONSIDER CONSOLIDATION OF TURN LANES ON NORTH SIDE OF INTERSECTION
- D** INSTALL LADDER CROSSWALKS ON ALL FOUR SIDES OF INTERSECTION
- E** ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- F** ADD STREET FURNITURE
- G** ADD STREET TREES
- H** INSTALL PEDESTRIAN SIGNALS

Corridor Zones



Neighborhood Zone

OPTION A

Please place a sticker dot here if you prefer Option A.

OPTION B

Please place a sticker dot here if you prefer Option B.

OPTION C

Please place a sticker dot here if you prefer Option C.

OPTION D

Please place a sticker dot here if you prefer Option D.

NEIGHBORHOOD

Currently, the neighborhood portion of the Maple Avenue corridor consists of four-level lanes and sidewalks. A proposed road diet of two travel lanes and a center turn lane would allow for the addition of bicycle facilities and a planned buffer zone with street furniture. Street trees would create a uniform look, help to slow traffic and provide shade to pedestrians. Bicycle facilities could be in the roadway, separated, or shared with pedestrians.

TYPOLGY STREETSCAPE OPTIONS

CAMERON

1. REDUCE TO THREE LANES ON MAPLE
2. INSTALL BIKE-OUTS ON CAMERON
3. INSTALL ENHANCED LADDER CROSSWALK ON ALL FOUR SIDES OF INTERSECTION
4. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
5. ADD STREET FURNITURE
6. ADD STREET TREES

TUCKER

1. REDUCE TO THREE LANES ON MAPLE
2. INSTALL BIKE-OUTS ON TUCKER
3. INSTALL ENHANCED LADDER CROSSWALK ON ALL FOUR SIDES OF INTERSECTION
4. ENHANCED LADDER CROSSWALK
5. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
6. ADD STREET FURNITURE
7. ADD STREET TREES

EVERETT

1. REDUCE TO THREE LANES ON MAPLE
2. INSTALL BIKE-OUTS ON EVERETT
3. CONSIDER PEDESTRIAN BEACON OR HAWK SIGNAL
4. INSTALL ENHANCED LADDER CROSSWALK ON ALL FOUR SIDES OF INTERSECTION
5. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
6. ADD STREET FURNITURE
7. ADD STREET TREES

MILLER

1. REDUCE TO THREE LANES ON MAPLE
2. CONSIDER PEDESTRIAN BEACON
3. CONTROLLED STOP ON MILLER
4. INSTALL ENHANCED LADDER CROSSWALK
5. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
6. ADD STREET FURNITURE
7. ADD STREET TREES

FLANNER

1. REDUCE TO THREE LANES ON MAPLE
2. INSTALL ENHANCED LADDER CROSSWALK ON ALL FOUR SIDES OF INTERSECTION
3. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
4. ADD STREET FURNITURE
5. ADD STREET TREES

ANTHONY

1. REDUCE TO THREE LANES ON MAPLE
2. REDUCE LANE WIDTHS ON ANTHONY FOR PEDESTRIAN REFUGE ISLAND
3. REMOVE SLIP LANE OR INSTALL CROSSWALK THROUGH ISLAND
4. INSTALL PEDESTRIAN SIGNAL WITH PUSHBUTTON
5. INSTALL ENHANCED LADDER CROSSWALK ON ALL FOUR SIDES OF INTERSECTION
6. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
7. ADD STREET FURNITURE
8. ADD STREET TREES

NEIGHBORHOOD

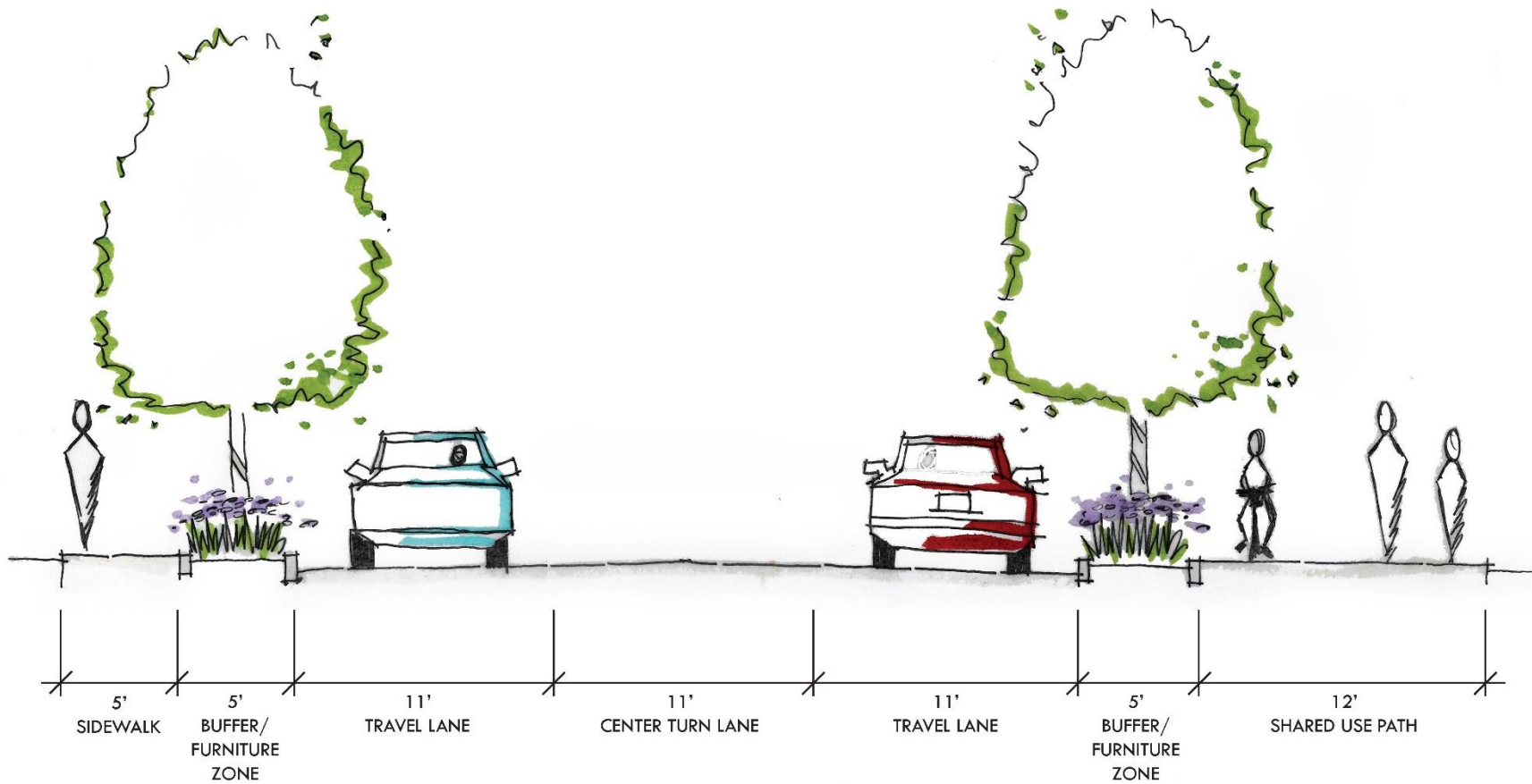
Neighborhood Intersection currently provide few opportunities for pedestrians to cross streets. Intersection improvements proposed are enhanced crosswalks, pedestrian signals and signals, bike-outs on neighborhood, and cross streets.

INTERSECTION RECOMMENDATIONS

Neighborhood Zone



Neighborhood Zone



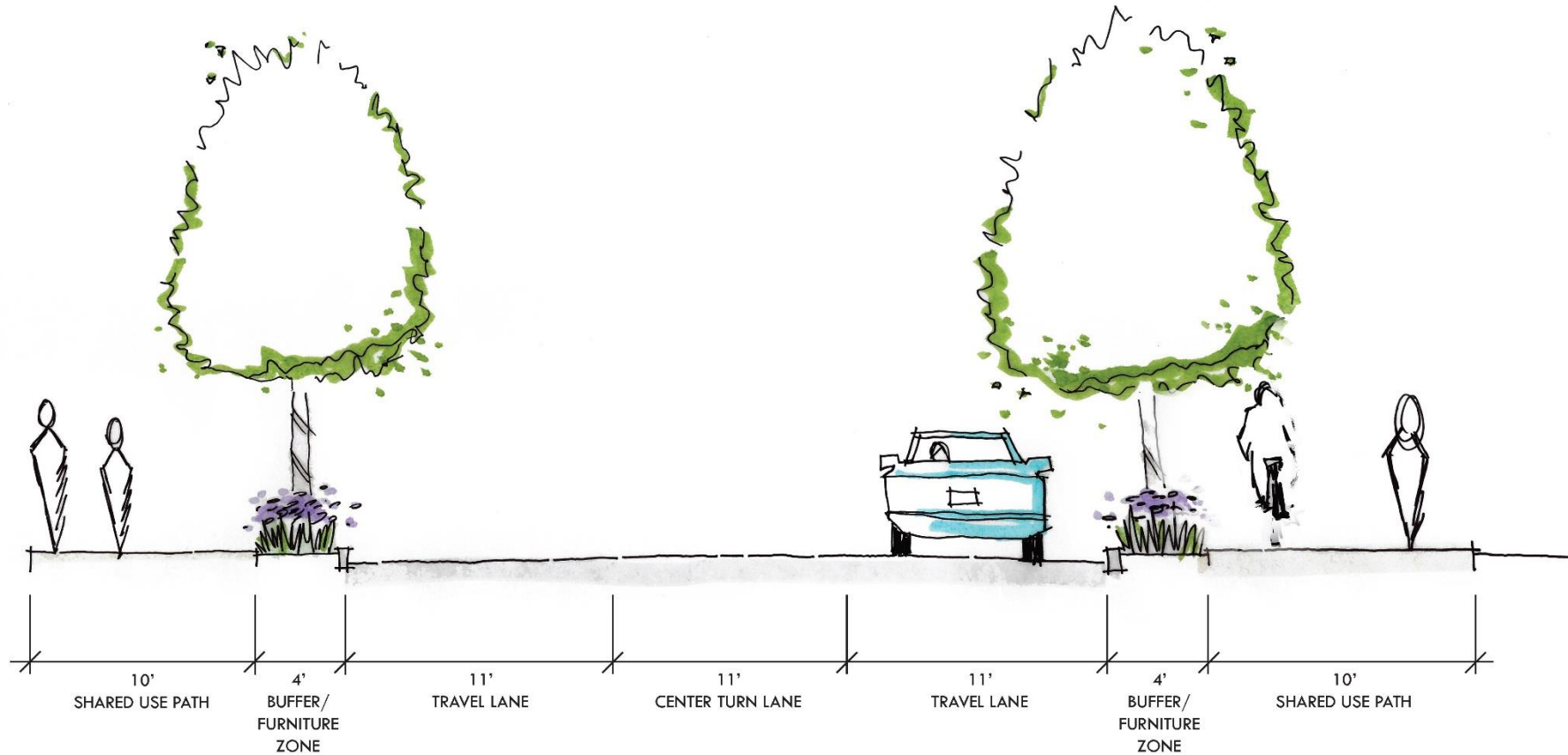
Option A

Neighborhood Zone



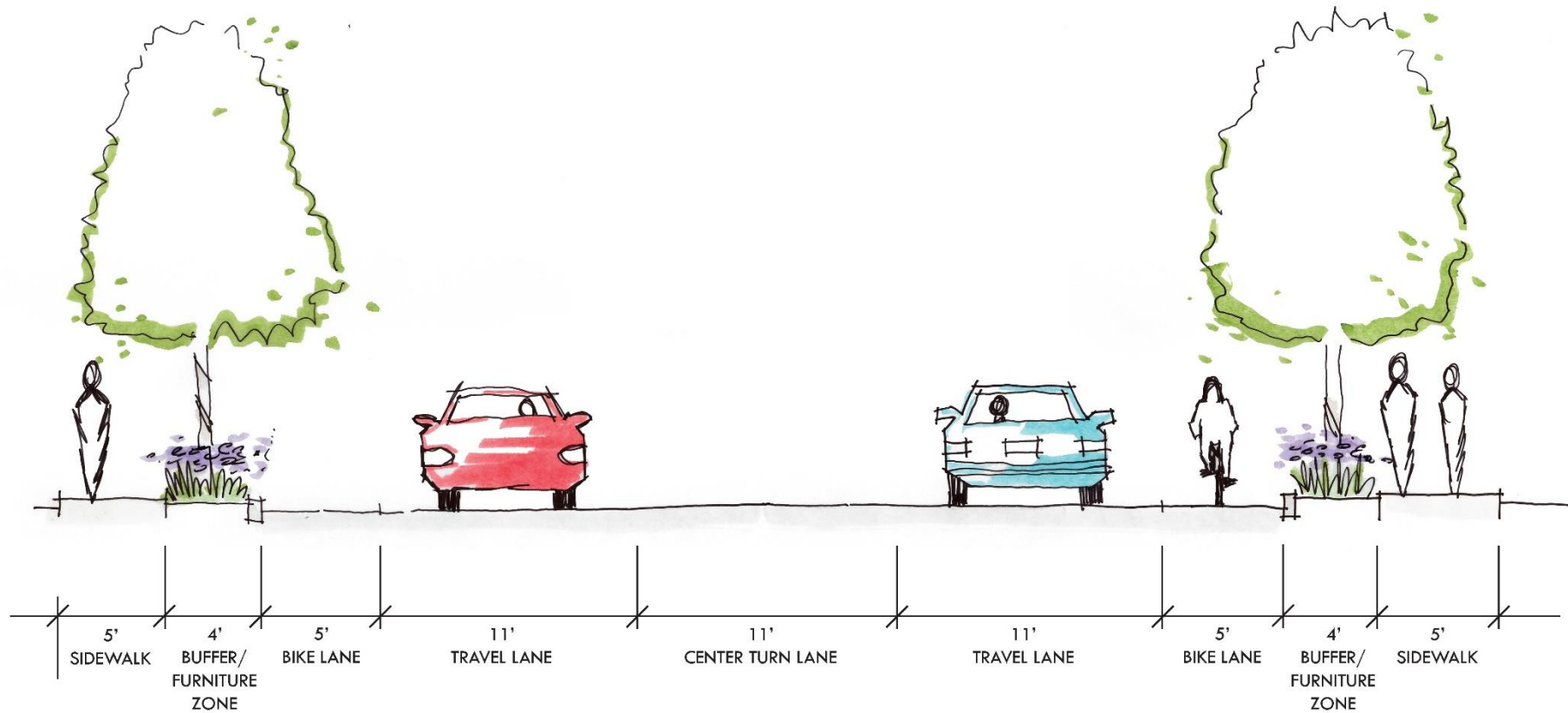
Option B

Neighborhood Zone



Option C

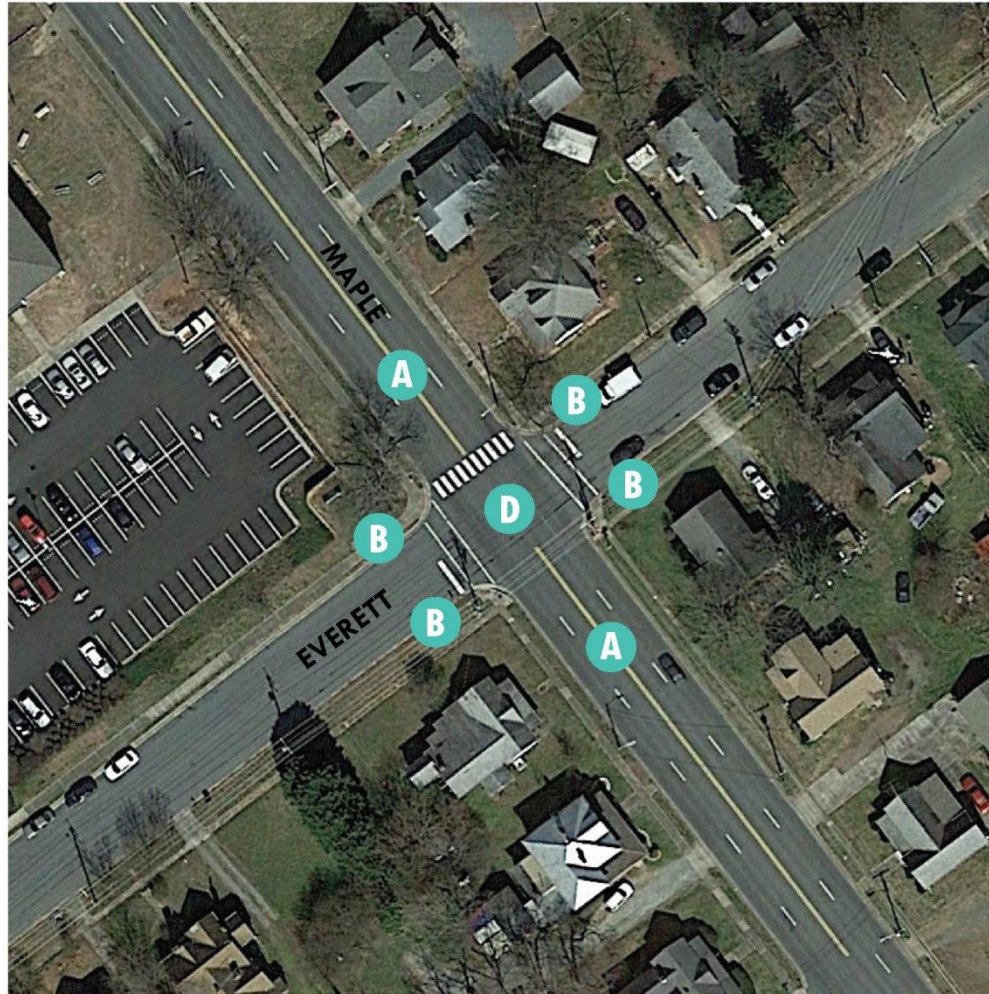
Neighborhood Zone



Option D

Neighborhood Zone

EVERETT



A REDUCE TO THREE LANES ON MAPLE

B INSTALL BULB-OUTS ON EVERETT

C CONSIDER PEDESTRIAN BEACON OR HAWK SIGNAL

D INSTALL ENHANCED LADDER CROSSWALK ON ALL FOUR SIDES OF INTERSECTION

E ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS

F ADD STREET FURNITURE

G ADD STREET TREES

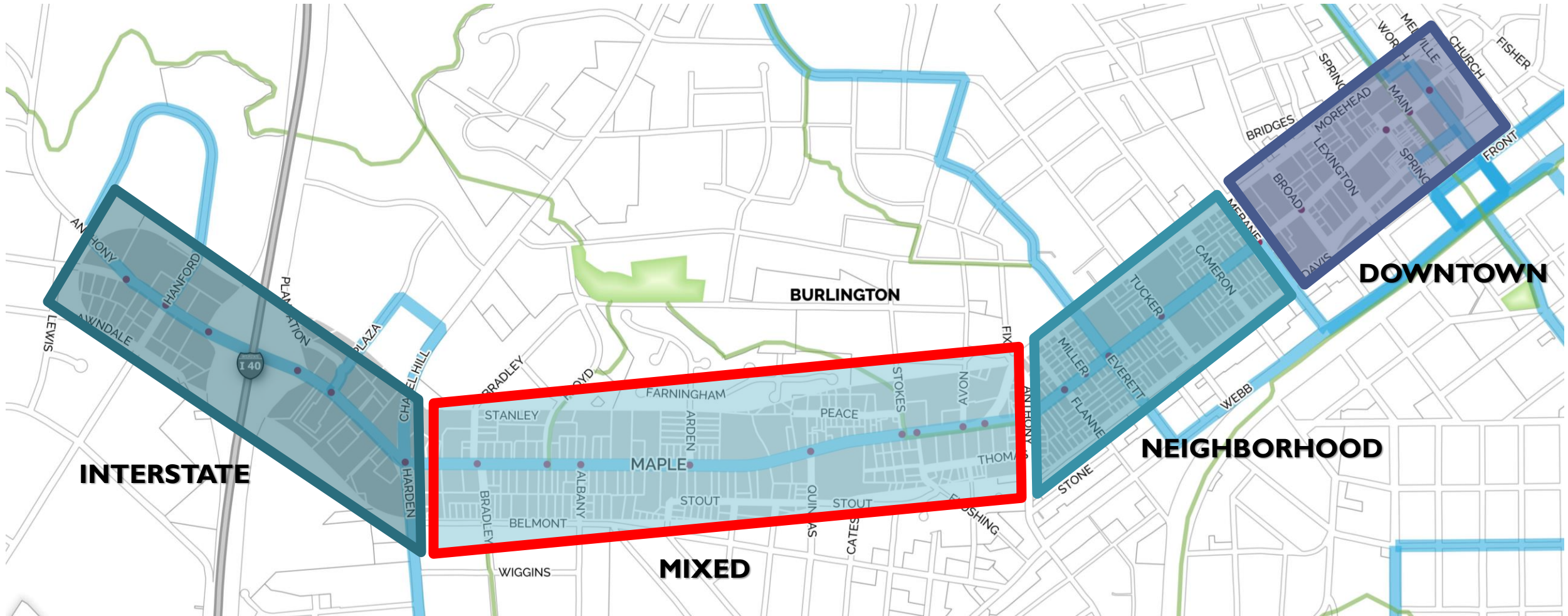
Neighborhood Zone

ANTHONY



- A** REDUCE TO THREE LANES ON MAPLE
- B** REDUCE LANE WIDTHS ON ANTHONY FOR PEDESTRIAN REFUGE ISLAND
- C** REMOVE SLIP LANE OR INSTALL CROSSWALK THROUGH ISLAND
- D** INSTALL PEDESTRIAN SIGNAL WITH PUSHBUTTON
- E** INSTALL ENHANCED LADDER CROSSWALK ON ALL FOUR SIDES OF INTERSECTION
- F** ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- G** ADD STREET FURNITURE
- H** ADD STREET TREES

Corridor Zones



Mixed Zone

OPTION A

Please place a sticker dot here if you prefer Option A.

OPTION B

Please place a sticker dot here if you prefer Option B.

MIXED

The mixed portion of the Maple Avenue corridor is currently five lanes wide. A road diet down to two travel lanes and a center turn lane would provide ample right-of-way to incorporate supported pedestrian and bicycle facilities as well as a buffer zone for street furniture and landscape improvements.

TPOLOGY STREETSCAPE OPTIONS

MOREHEAD

1. REDUCE TO THREE LANES ON MAPLE
2. CLOSE MOREHEAD TO MAPLE OF MAPLE PERPENDICULAR TO MAPLE
3. INSTALL ENHANCED LADDER CROSSWALK
4. PROVIDE PEDESTRIAN CROSSING OF MAPLE WITH REFUGE
5. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
6. ADD STREET FURNITURE
7. ADD STREET TREES

AVON

1. REDUCE TO THREE LANES ON MAPLE
2. PROVIDE PEDESTRIAN CROSSING OF MAPLE WITH REFUGE
3. INSTALL ENHANCED LADDER CROSSWALK ON AVON
4. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
5. ADD STREET FURNITURE
6. ADD STREET TREES

FLUSHING

1. REDUCE TO THREE LANES ON MAPLE
2. PROVIDE PEDESTRIAN CROSSING OF MAPLE WITH REFUGE
3. INSTALL STOP BAR ON FLUSHING
4. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
5. ADD STREET FURNITURE
6. ADD STREET TREES

STOKES

1. REDUCE TO THREE LANES ON MAPLE
2. INSTALL STOP BAR ON STOKES
3. REMOVE EXISTING CROSSWALK
4. INSTALL MID-BLOCK PEDESTRIAN CROSSING WITH REFUGE
5. CONSIDER PEDESTRIAN BEACON OR HAWK SIGNAL ON MAPLE
6. INSTALL ENHANCED LADDER CROSSWALK
7. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
8. ADD STREET FURNITURE
9. ADD STREET TREES

QUINTAS

1. REDUCE TO THREE LANES ON MAPLE
2. CONSIDER PEDESTRIAN BEACON
3. CONSIDER RUL-OUT OR NARROWING OF QUINTAS AT INTERSECTION
4. INSTALL ENHANCED LADDER CROSSWALK
5. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
6. ADD STREET FURNITURE
7. ADD STREET TREES

ARDEN

1. REDUCE TO THREE LANES ON MAPLE
2. CONSIDER PEDESTRIAN BEACON
3. CONSIDER RUL-OUT OR NARROWING OF ARDEN AT INTERSECTION
4. INSTALL ENHANCED LADDER CROSSWALK
5. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
6. ADD STREET FURNITURE
7. ADD STREET TREES

MIXED

Intersections in the mixed zone would benefit from a reduction in travel lanes and the implementation of standardized ladder crosswalks, controlled or signalized stops with pedestrian signals, street furniture and street trees. Current traffic numbers don't justify the adding five lanes and portions of the roadway do not have sidewalks.

INTERSECTION RECOMMENDATIONS

ALBANY

1. REDUCE TO THREE LANES ON MAPLE
2. CONSIDER PEDESTRIAN BEACON
3. INSTALL ENHANCED LADDER CROSSWALK
4. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
5. ADD STREET FURNITURE
6. ADD STREET TREES

FLOYD

1. REDUCE TO THREE LANES ON MAPLE
2. ENHANCED LADDER CROSSWALK
3. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
4. ADD STREET FURNITURE
5. ADD STREET TREES

BRADLEY

1. REDUCE TO THREE LANES ON MAPLE
2. INSTALL PEDESTRIAN CROSSING WITH REFUGE
3. CONSIDER PEDESTRIAN BEACON OR HAWK SIGNAL
4. INSTALL STOP MARKS ON BRADLEY
5. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
6. ADD STREET FURNITURE
7. ADD STREET TREES

CHAPEL HILL/HARDEN

1. REDUCE MAPLE NORTH OF INTERSECTION
2. CONSIDER NARROWING INTERSECTION TO CREATE GEOMETRIC ISLANDS
3. PROVIDE VERTICAL LANE TO PROVIDE PEDESTRIAN REFUGE
4. REDUCE CORNER RADII
5. REDUCE LANE WIDTHS AND ADD PEDESTRIAN REFUGE ISLANDS
6. INSTALL ENHANCED LADDER CROSSWALKS ON ALL FOUR SIDES OF INTERSECTION
7. ENHANCE INTERSECTION AS GATEWAY
8. ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
9. ADD STREET FURNITURE
10. ADD STREET TREES

MIXED

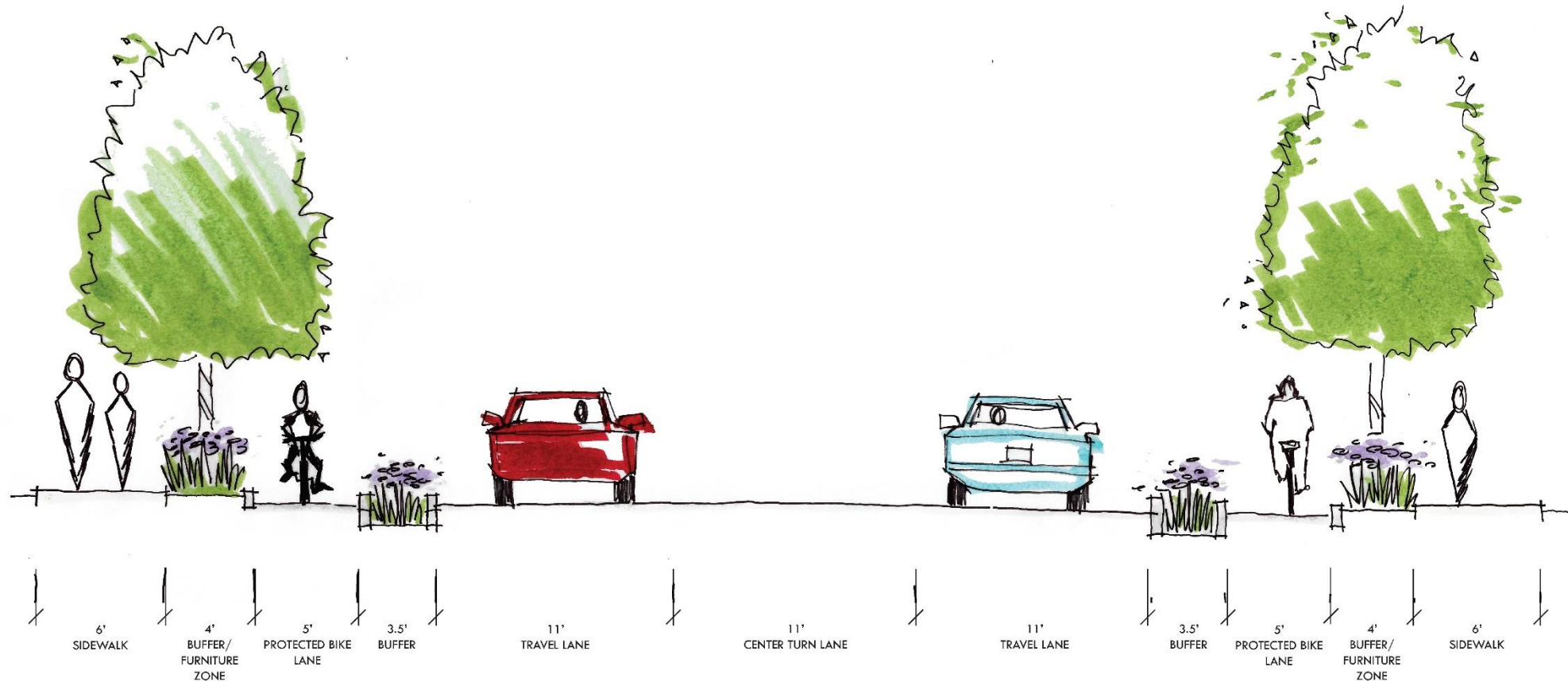
Intersections in the mixed zone would benefit from a reduction in travel lanes and the implementation of standardized ladder crosswalks, controlled or signalized stops with pedestrian signals, street furniture and street trees. Current traffic numbers don't justify the adding five lanes and portions of the roadway do not have sidewalks.

INTERSECTION RECOMMENDATIONS

Mixed Zone



Mixed Zone



Option A

Mixed Zone



Option B

Mixed Zone

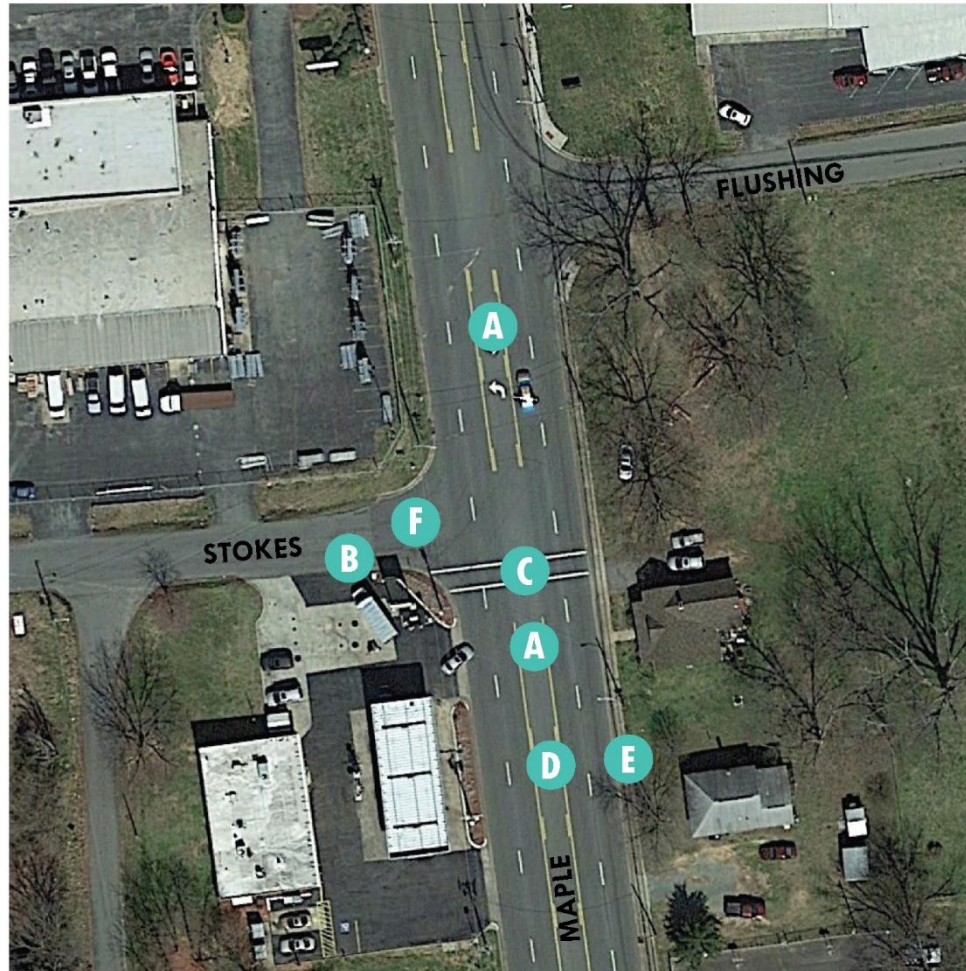
MOREHEAD



- A** REDUCE TO THREE LANES ON MAPLE
- B** CLOSE MOREHEAD TO MAPLE OR MAKE PERPENDICULAR TO MAPLE
- C** INSTALL ENHANCED LADDER CROSSWALK
- D** PROVIDE PEDESTRIAN CROSSING OF MAPLE WITH REFUGE
- E** ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- F** ADD STREET FURNITURE
- G** ADD STREET TREES

Mixed Zone

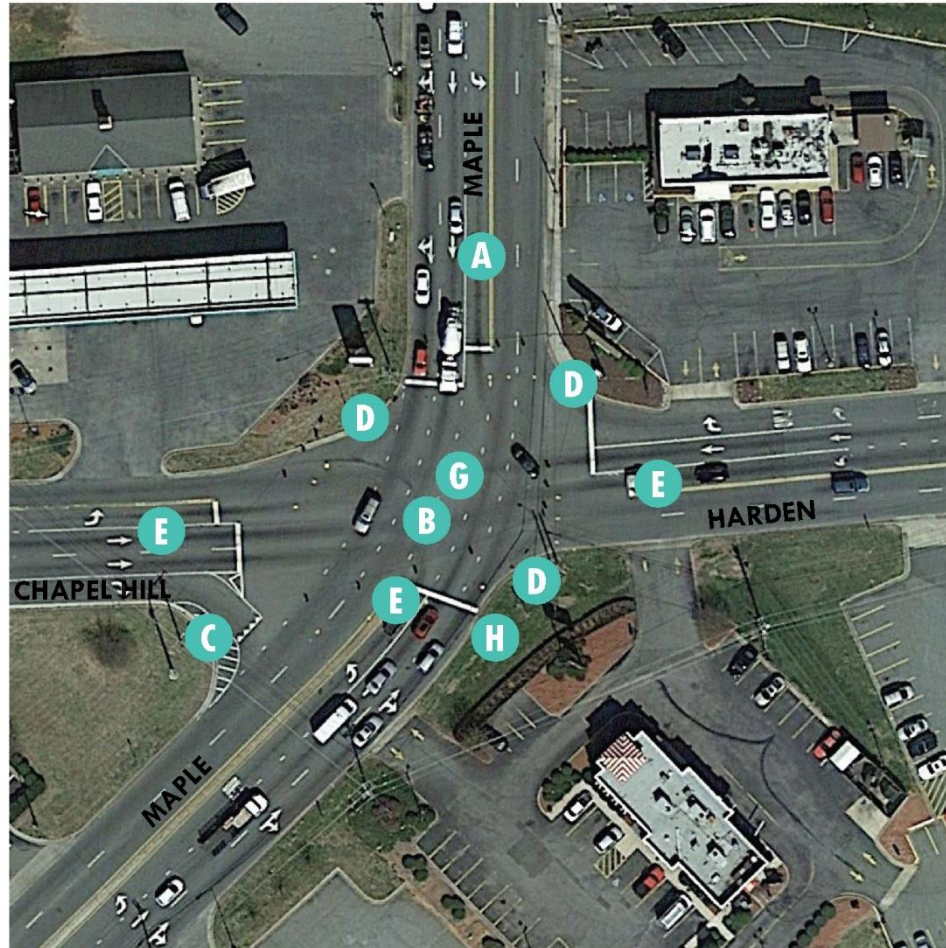
STOKES



- A** REDUCE TO THREE LANES ON MAPLE
- B** INSTALL STOP BAR ON STOKES
- C** REMOVE EXISTING CROSSWALK
- D** INSTALL MID-BLOCK PEDESTRIAN CROSSING WITH REFUGE
- E** CONSIDER PEDESTRIAN BEACON OR HAWK SIGNAL ON MAPLE
- F** INSTALL ENHANCED LADDER CROSSWALK
- G** ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- H** ADD STREET FURNITURE
- I** ADD STREET TREES

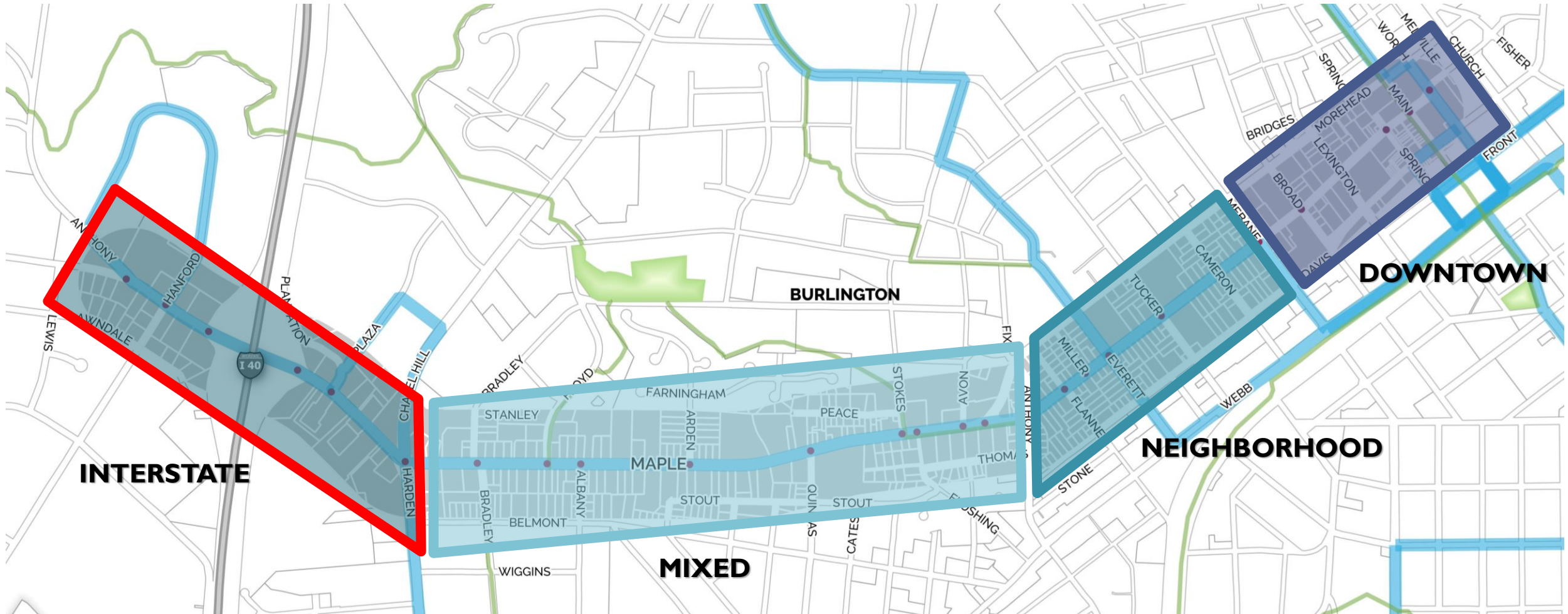
Mixed Zone

CHAPEL HILL/HARDEN



- A** REDUCE MAPLE TO THREE LANES, NORTH OF INTERSECTION
- B** CONSIDER REALIGNING INTERSECTION TO SOLVE GEOMETRIC ISSUES
- C** REDESIGN RIGHT-TURN LANE TO PROVIDE PEDESTRIAN REFUGE
- D** REDUCE CORNER RADIUS
- E** REDUCE LANE WIDTHS AND ADD PEDESTRIAN REFUGE ISLANDS
- F** INSTALL PEDESTRIAN SIGNALS
- G** ENHANCED LADDER CROSSWALKS ON ALL FOUR SIDES OF INTERSECTION
- H** ENHANCE INTERSECTION AS GATEWAY
- I** ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- J** ADD STREET FURNITURE
- K** ADD STREET TREES

Corridor Zones



Interstate Zone

OPTION A
Please place a sticker dot here if you prefer Option A.

OPTION B
Please place a sticker dot here if you prefer Option B.

OPTION C
Please place a sticker dot here if you prefer Option C.

INTERSTATE

There are currently no pedestrian or cyclist facilities on this portion of Maple Avenue. There is also little right-of-way between the roadway and businesses. Any bicycle or pedestrian facility should be separated from the roadway and may require additional right-of-way or easements. Because of the proximity to the Interstate, no lane narrowing is recommended, but narrowing of lanes may be an option. Planting in a median and buffer zone would improve appearance and uniformity of the area.

TYPOLGY STREETSCAPE OPTIONS

PLAZA/PLANTATION

- REDUCE LANE WIDTHS AND INSERT PEDESTRIAN REFUGE ISLAND
- PLANT EXISTING MEDIAN
- INSTALL PEDESTRIAN SIGNALS
- CREATE PEDESTRIAN ACCESS ON SOUTH SIDE OF PLAZA DRIVE
- INSTALL ENHANCED LADDER CROSSWALK
- ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- ADD STREET FURNITURE
- ADD STREET TREES

I-40 RAMPS (NORTH)

- REDUCE LANE WIDTHS AND INSERT PEDESTRIAN REFUGE ISLAND ON MAPLE
- ADD SUPPLEMENTARY PEDESTRIAN REFUGE FOR MAPLE CROSSING
- PREVENT PEDESTRIAN CROSSING OF ON-RAMP
- INSTALL PEDESTRIAN SIGNALS
- INSTALL ENHANCED LADDER CROSSWALK
- ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- ADD STREET FURNITURE
- ADD STREET TREES

I-40 RAMPS (SOUTH)

- CREATE PEDESTRIAN ACCESS ONLY ON EAST SIDE OF MAPLE
- ADD PEDESTRIAN CROSSING AT ON-RAMP SPLIT JUNE
- ADD PEDESTRIAN SIGNAL WITH PULSATION FOR CROSSING MAPLE
- PLANT EXISTING MEDIAN
- INSTALL PEDESTRIAN REFUGE ISLAND ON SOUTH SIDE OF MAPLE INTERSECTION
- INSTALL ENHANCED LADDER CROSSWALK
- ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- ADD STREET FURNITURE
- ADD STREET TREES

HANFORD NORTH

- REDUCE LANE WIDTHS
- INSTALL PEDESTRIAN SIGNAL WITH PULSATION
- INSTALL PEDESTRIAN REFUGE ISLAND ON MAPLE CROSSING
- INSTALL ENHANCED LADDER CROSSWALK
- ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- ADD STREET FURNITURE
- ADD STREET TREES

ANTHONY FORK

- CONSIDER CONVERSION TO ROUNDABOUT
- ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- ADD STREET FURNITURE
- ADD STREET TREES

HANFORD SOUTH

- INSTALL ENHANCED LADDER CROSSWALK
- ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- ADD STREET FURNITURE
- ADD STREET TREES

INTERSTATE

Current conditions only consider automobiles and provide no access for cyclist or pedestrian. Any intersection could improve pedestrian signals, crosswalks, accessible ramps and accessible travel paths for pedestrians and cyclists. Any bicycle lanes would need to be separated from the roadway in this area, given the number of traffic lanes and volumes. From the corridor, additional access would need to be designed in areas connecting to catalyst sites.

INTERSECTION RECOMMENDATIONS

Interstate Zone

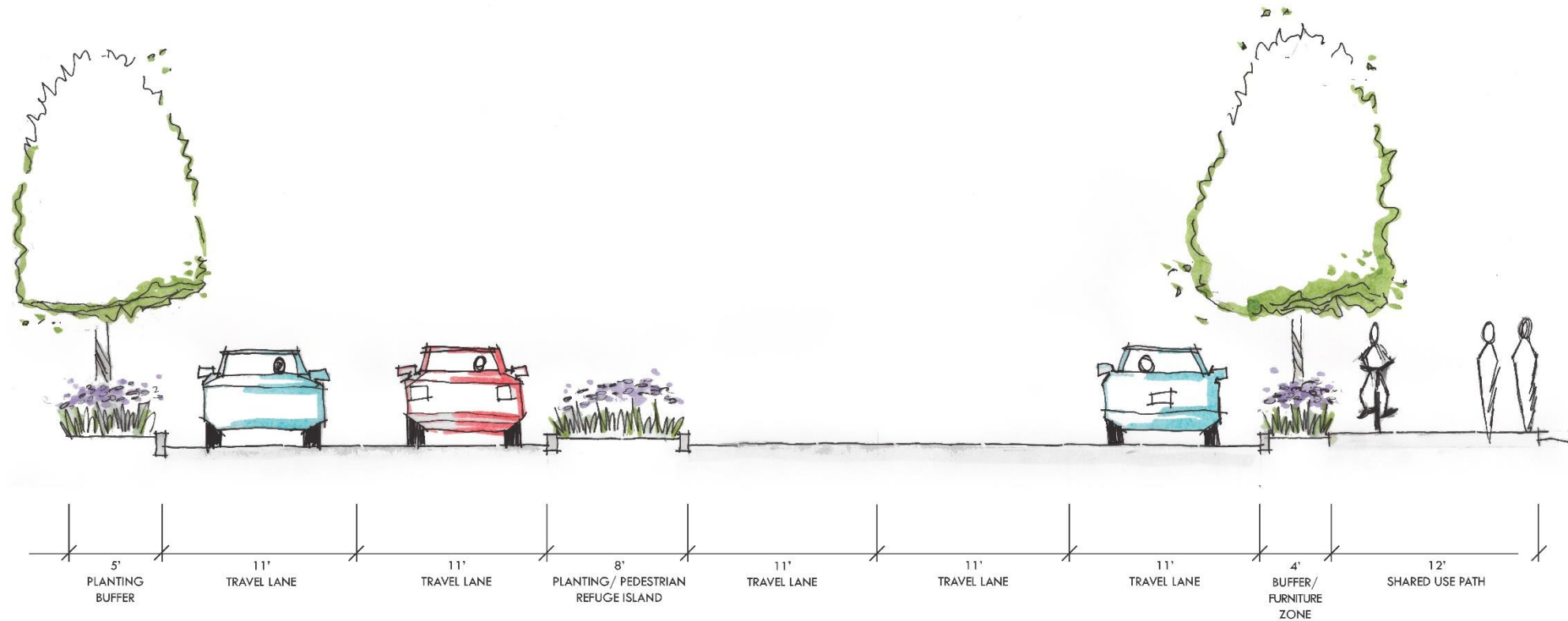


Interstate Zone



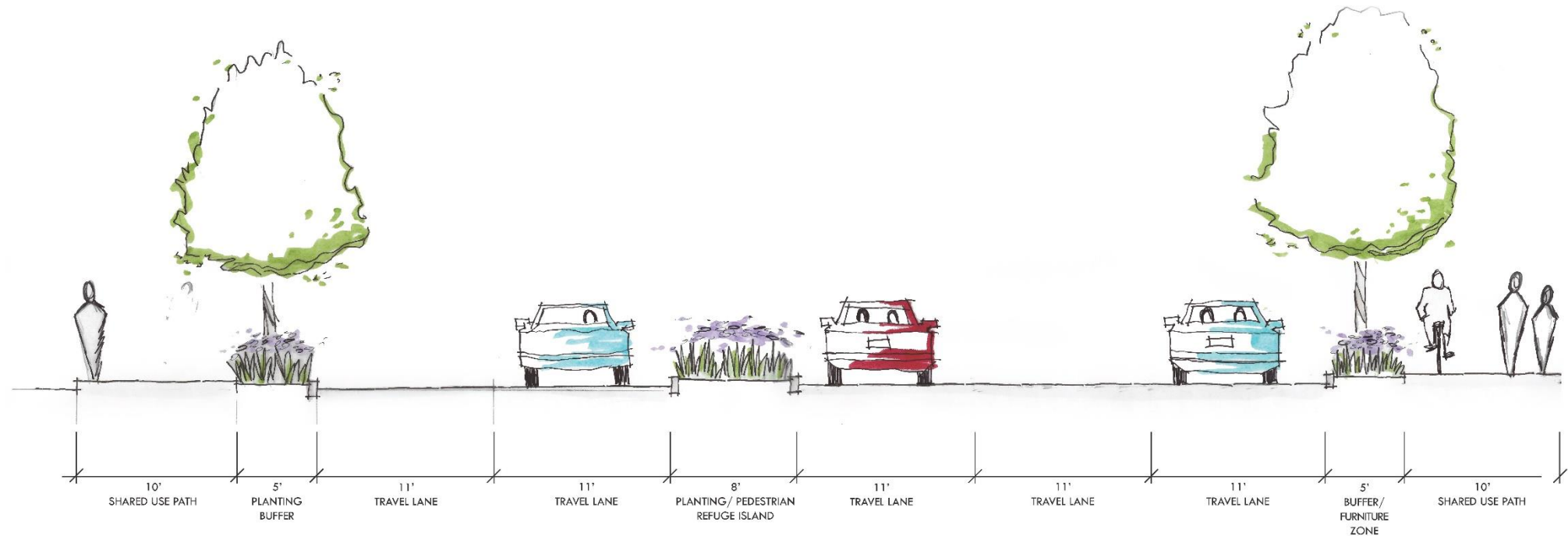
Option A

Interstate Zone



Option B

Interstate Zone



Option C

Interstate Zone

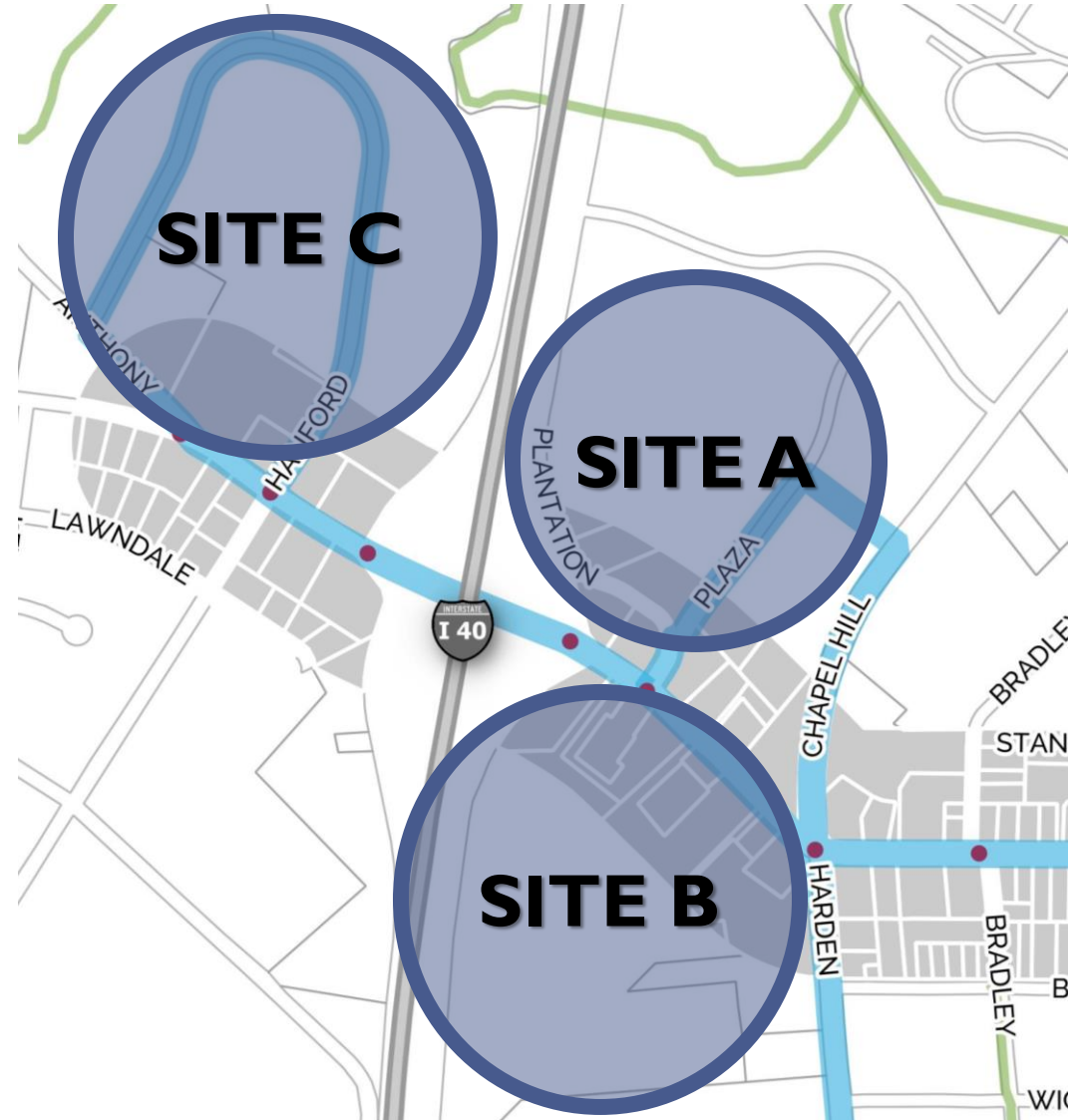
PLAZA/PLANTATION



- A** REDUCE LANE WIDTHS AND INSERT PEDESTRIAN REFUGE ISLAND
- B** PLANT EXISTING MEDIANS
- C** INSTALL PEDESTRIAN SIGNALS
- D** CREATE PEDESTRIAN ACCESS ON SOUTH SIDE OF PLAZA DRIVE
- E** INSTALL ENHANCED LADDER CROSSWALK
- F** ADD ACCESSIBLE RAMPS AT VERTICAL TRANSITIONS
- G** ADD STREET FURNITURE
- H** ADD STREET TREES

Catalyst Sites

Catalyst Sites



Catalyst Sites

SITE A

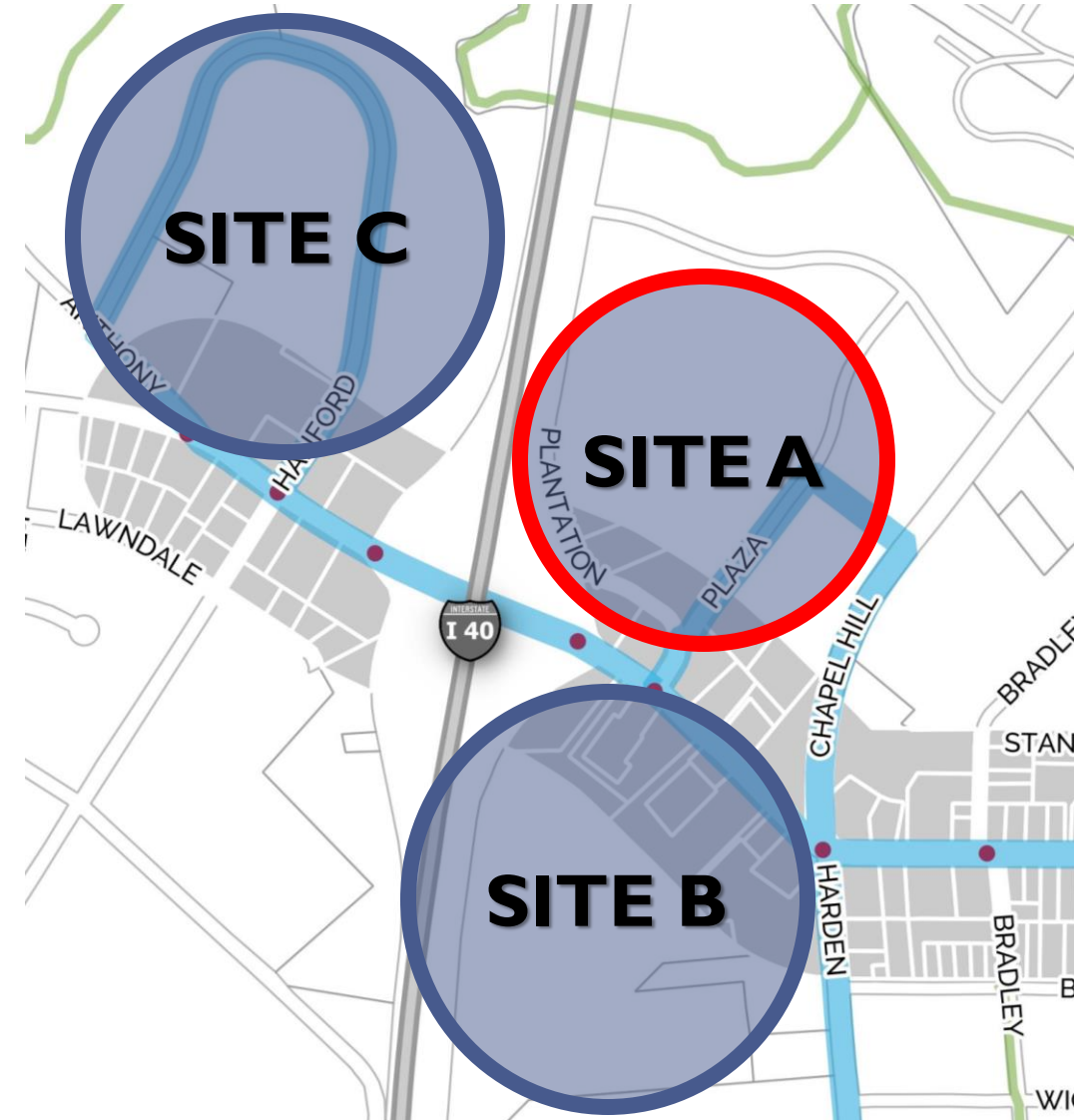
Education

Flexible office space/
research/light industrial

Dining/retail

Lodging

Consolidation and
rebranding of
existing businesses



Catalyst Sites

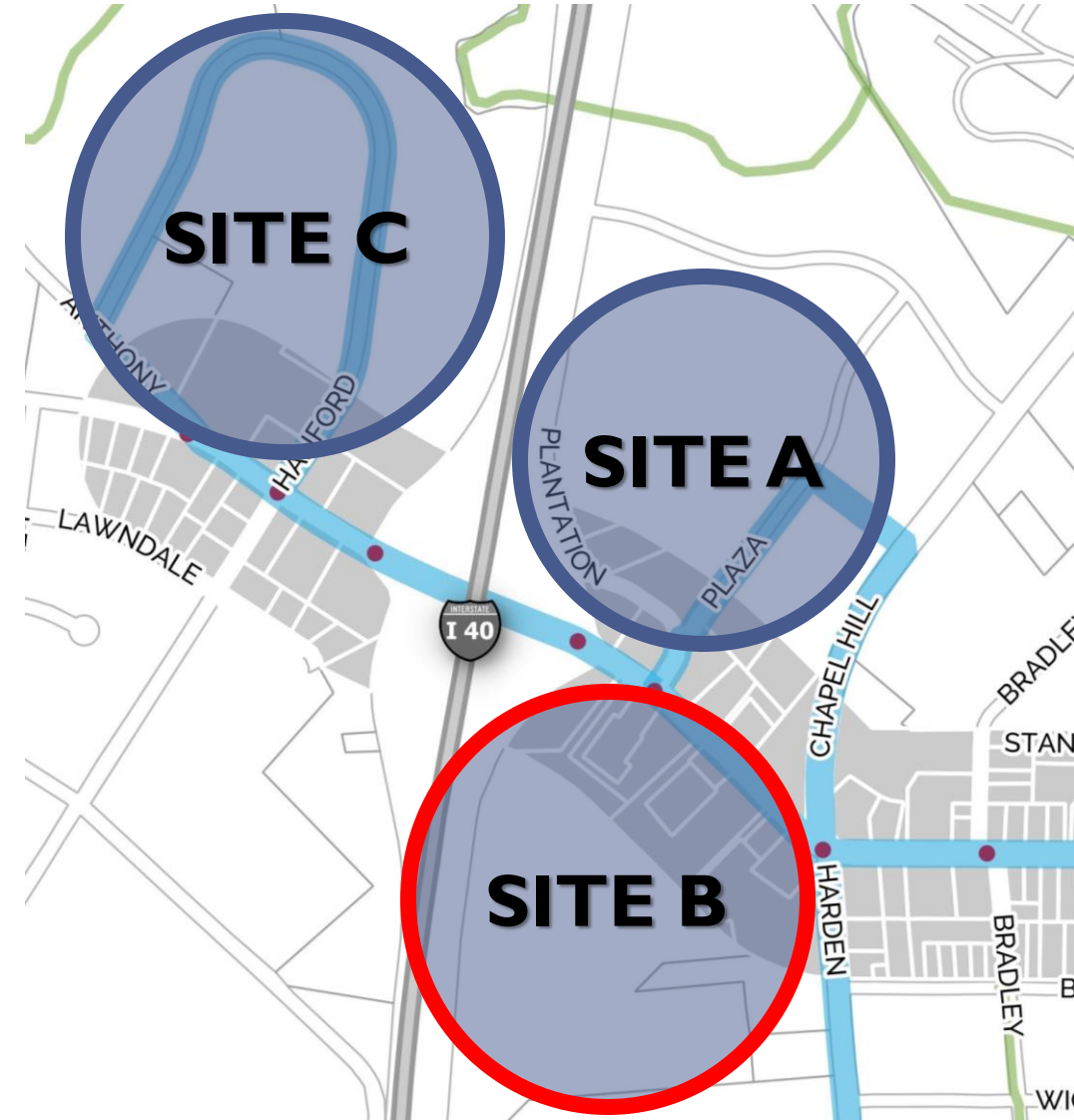
SITE B

Mixed-use, “Made in Burlington” theme

Market-rate housing

Retail/dining

Entertainment/
public gathering



Catalyst Sites

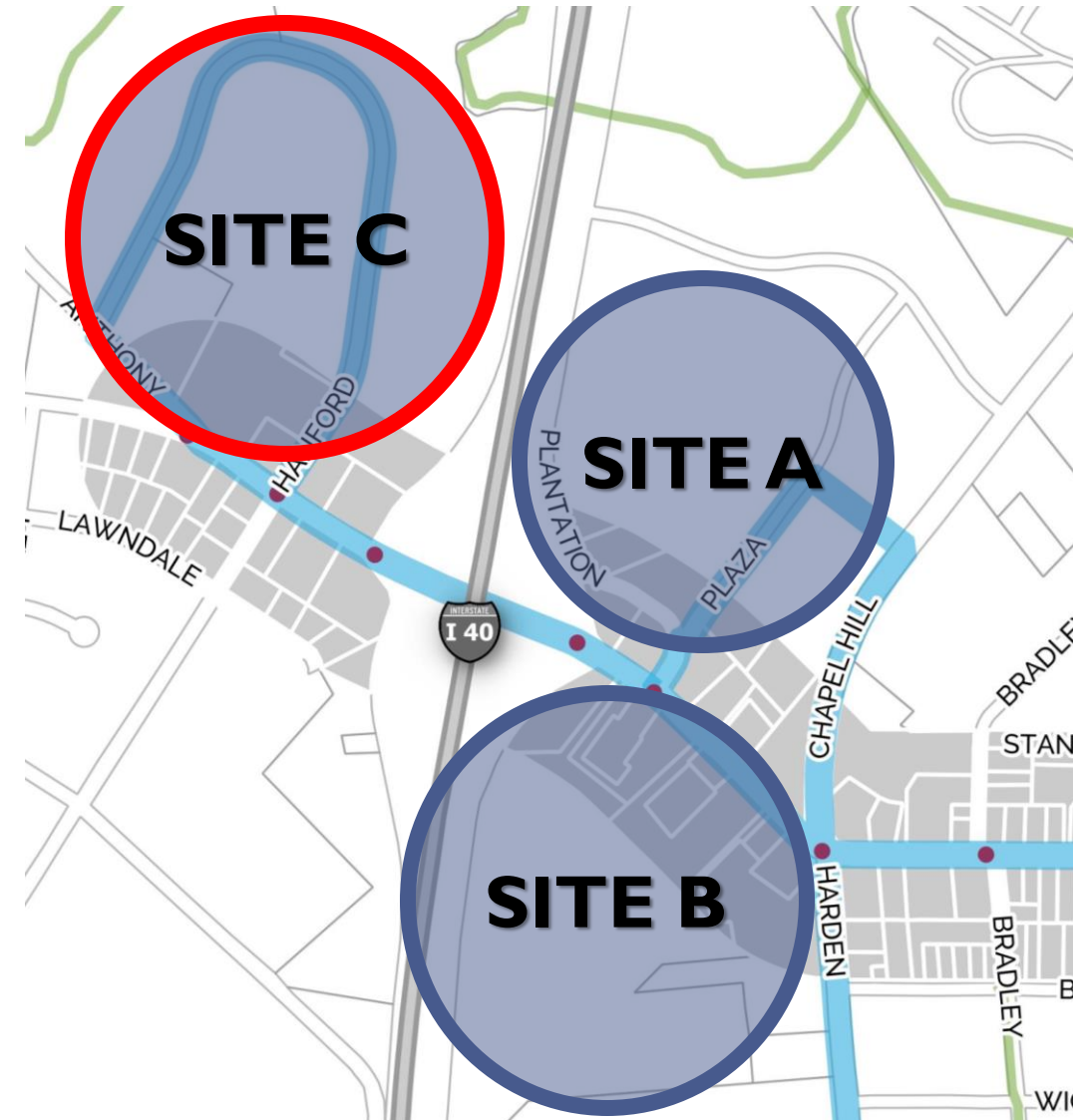
SITE C

Uses that build off and complement existing uses

Mixed-use

Retail

Highway services



Next Steps

Task	Timeframe
Baseline Review	May – August 2017
Maple Talks (public education forum)	August 23, 2017
Technical Analyses	August – October 2017
Market and Economic Analyses	August – November 2017
Public Planning Workshop	October 16-18, 2017
Corridor Needs/Alternatives	November 2017 – January 2018
Public Open House (vet alternatives)	January 8, 2018
Recommendations	February 2018
Public Open House (vet recommendations)	March 2018
Final Documentation	March – April 2018